

1.0 REVISED DECISION

This Section Has Been Updated From The 2001 ROD

The purpose of this Revised Record of Decision (ROD) is to document the Federal Highway Administration's (FHWA) revised decision on the South I-25 Corridor and the US 85 Corridor project, in Douglas County, Colorado. This revised ROD has been prepared in compliance with FHWA Regulation 23 CFR 771 and Council on Environmental Quality (CEQ) Regulation 40 CFR 1500-1508, and the National Environmental Policy Act (NEPA) of 1970, as amended (42 USC §§ 4321 *et seq.*). FHWA and the Colorado Department of Transportation (CDOT) have made the decision to construct a variation of the Selected Alternative as presented in the **August 2001 South I-25 Corridor and US 85 Corridor Record of Decision**. The elements of the October 2002 Selected Alternative were fully evaluated in the **South I-25 Corridor and US 85 Corridor Final Environmental Impact Statement (FEIS)**, May 2001, and discussed in the August 2001 ROD.

The August 2001 ROD Selected Alternative

The August 2001 ROD Selected Alternative for the I-25 Corridor and US 85 Corridor is presented in Figure 1.1. Major components of the August 2001 ROD Selected Alternative along the I-25 Corridor included:

- Eight lanes between C-470 and Meadows/Founders Parkway
- Six lanes between Meadows/Founders Parkway and Douglas Lane
- I-25 east-side frontage road between Schweiger Interchange and Surrey Ridge Road Interchange
- Reconstruction of the Schweiger Interchange into a half-diamond interchange (improve and reconstruct northern ramps and remove southern ramps)
- Reconstruction of the Surrey Ridge Road Interchange into a three-quarter diamond interchange (improve and reconstruct southern ramps and northeast ramp, remove northwest ramp)
- Construction of Castle Pines Parkway loop ramp
- Widening of the Happy Canyon Road Bridge
- Construction of carpool lot (accommodating 500 spaces) in northeast quadrant of the I-25 and Castle Pines Parkway Interchange
- Minor I-25 realignment to the east between Wolfensberger Road and Liggett Road
- Construction of a new Union Pacific Railroad Bridge, south of the existing bridge

Major components of the August 2001 ROD Selected Alternative along the US 85 Corridor included:

- Six lanes between C-470 and Highlands Ranch Parkway
- Four lanes between Highlands Ranch Parkway and Meadows Parkway
- US 85/State Highway (SH) 67 Intersection reconfiguration
- Sedalia Frontage Road
- US 85 minor realignment at Cook Ranch (approximate milepost [MP] 195.4)
- Bicycle/pedestrian facilities along US 85
- High Line Canal Trail grade-separated crossing under US 85
- Enhanced wildlife crossings

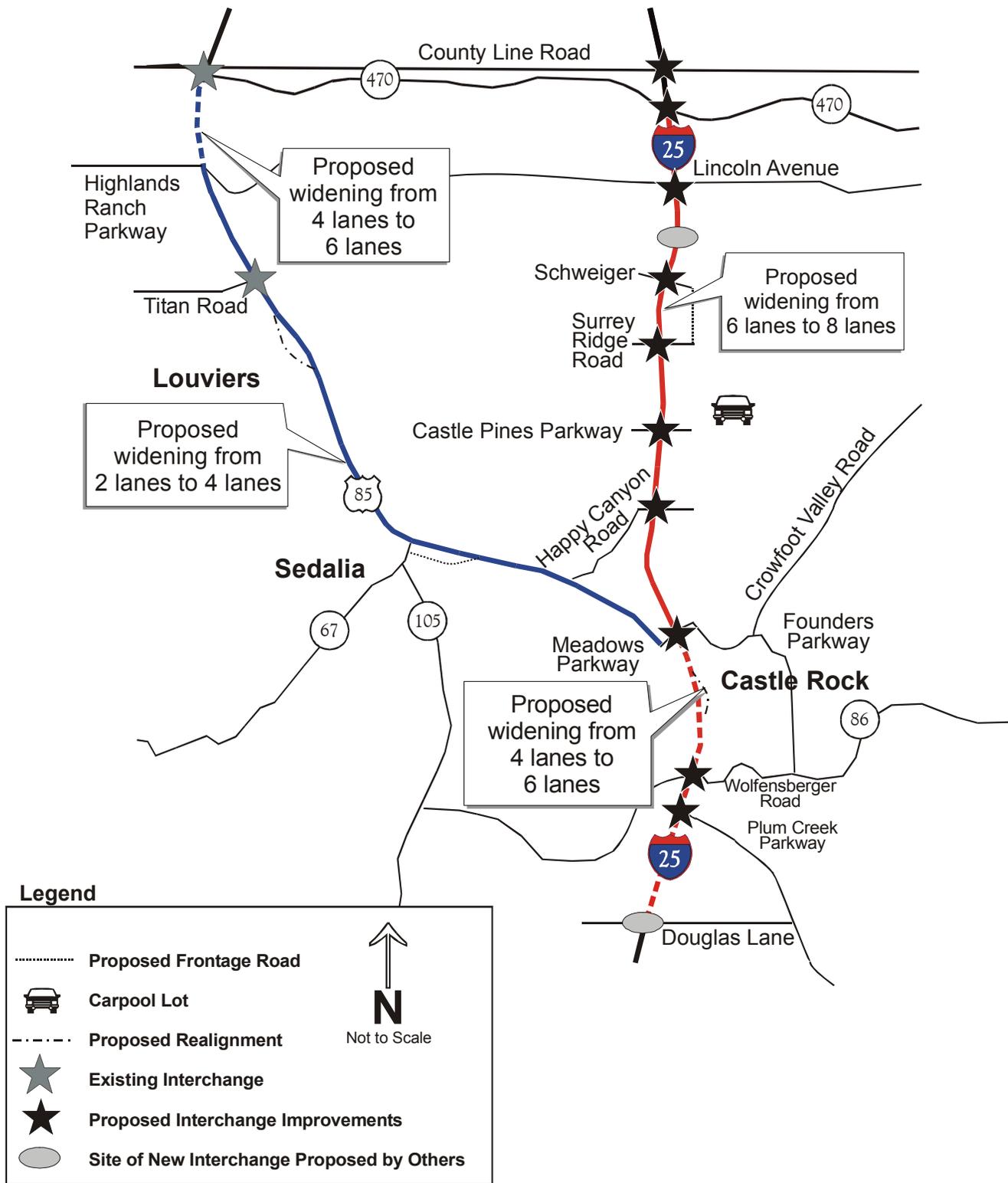
The revisions to the August 2001 ROD Selected Alternative along the I-25 Corridor, shown in Figure 1.2 include:

- Addition of the RidgeGate Parkway Interchange and Frontage Road to Schweiger
- Removal of the Schweiger Half Diamond Interchange (maintain the underpass)
- Removal of the Surrey Ridge Road Three-Quarter Diamond Interchange (maintain the underpass)
- Extension of the Frontage Road from Surrey Ridge Road to Castle Pines Parkway, thereby providing a frontage road from Schweiger to Surrey Ridge Road (approved in August 2001 ROD), and from Surrey Ridge Road to Castle Pines Parkway
- Modifications to the Plum Creek Parkway Interchange improvements

These revisions are in compliance with the Denver Regional Council of Governments (DRCOG) 2025 Interim Regional Transportation Plans and were fully evaluated and discussed in the FEIS and August 2001 ROD.

There are no revisions to the August 2001 ROD Selected Alternative along the US 85 Corridor.

Figure 1.1
August 2001 ROD
Selected Alternative Schematic



The October 2002 Selected Alternative

The October 2002 Selected Alternative for the I-25 Corridor and US 85 Corridor is shown in Figure 1.2.

Major components of the Revised ROD Selected Alternative along the I-25 Corridor are listed below.

- Eight lanes between C-470 and Meadows/Founders Parkway
- Six lanes between Meadows/Founders Parkway and Douglas Lane
- Construction of the RidgeGate Parkway Interchange
- Construction of east-side Frontage Road between RidgeGate Parkway and Castle Pines Parkway
- Removal of northern and southern ramps at the Schweiger Interchange (maintain I-25 underpass)
- Removal of the northern and southern ramps at the Surrey Ridge Road Interchange (maintain I-25 underpass)
- Construction of the Castle Pines Parkway loop ramp
- Widening of the Happy Canyon Road Bridge
- Construction of car pool lot (accommodating 500 spaces) in northeast quadrant of the I-25 and Castle Pines Parkway Interchange
- Minor I-25 realignment to the east between Wolfensberger Road and Liggett Road
- Construction of a new Union Pacific Railroad Bridge, south of the existing bridge
- Reconstruction of the Plum Creek Parkway Interchange

Major components of the Revised ROD Selected Alternative along the US 85 Corridor include:

- Six lanes between C-470 and Highlands Ranch Parkway
- Four lanes between Highlands Ranch Parkway and Meadows Parkway
- US 85/State Highway (SH) 67 Intersection reconfiguration
- Sedalia Frontage Road
- US 85 minor realignment at Cook Ranch (approximate milepost [MP] 195.4)
- Bicycle/pedestrian facilities along US 85
- High Line Canal Trail grade-separated crossing under US 85
- Enhanced wildlife crossings

A more detailed description of the Revised ROD Selected Alternative is provided in Section 3.0, *Revised ROD Selected Alternative*.

Figure 1.2
October 2002 ROD
Selected Alternative Schematic

